Rama Varmha Tampuran *(Secretary to Government)*: That is a vital factor, whether there was any tacit understanding, what is the exact meaning given to the word royalty, what is intended to be given—they are all points at issue.

Mr. C. R. Iyyunni *(Trichur-South)*: May I know Sir, who is the owner of the land?

Rama Varmha Tampuran *(Secretary to Government)*: We have got complete sovereignty.

Mr. C. R. Iyyunni *(Trichur-South)*: Not ownership?

Rama Varmha Tampuran *(Secretary to Government)*: When this question is settled, the other questions will be automatically settled.

Mr. C. R. Iyyunni *(Trichur-South)*: Even supposing the ownership is with the Government of India, as a private landlord?

Rama Varmha Tampuran *(Secretary to Government)*: The hon'ble member is presuming so many premises.

മിസ്റ്റർ സി. കെ. നായർ: രായൽടി വാങ്ങി പതിച്ചുകൊടുക്കുന്ന സമ്പ്രദായം നമ്മുടെ ഗവണ്മെണ്ടിനില്ലേ?

രാമവമ്മതമ്പുരാൻ: ഇല്ല.

മിസ്റ്റർ സി. വി. ഇയ്യു: തറവില പതിച്ചുകൊടുത്തിട്ടില്ലേ?

രാമവമ്മതമ്പുരാൻ: ഉണ്ട്.

മിസ്റ്റർ സി. വി. ഇയ്യു: അതിനും ഇതിനും വല്ല വ്യത്യാസവുമുണ്ടോ?

രാമവമ്മതമ്പുരാൻ: അതല്ലേ ചോദ്യം.

Mr. K. R. Viswambharan *(Ezhuvas-Talappalli)*: So the distinction is between *tharavila* and royalty.

Mr. C. V. Iyyu *(Kunnamkulam)*: Sir I may be permitted to ask Question No. 41, as I too was absent at the time when the question was taken up.

Mr. President: No. I have allowed only one exception.

VOTING OF DEMANDS FOR GRANTS

28—Public Works Rs. 10,52,073

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: Sir, I have the honour to request the House for a grant of Rs. 10,52,073 under 28—Public Works.

The Budget of the P. W. D. for the year 1118 which I am presenting to the House as you would have doubtless noticed is one which is meant to serve the interest and well-being of the people of the country in the best possible manner. Expenditure on what might be termed as luxuries is non-existent in this budget. Emphasis has been laid on the improvement of Irrigation. It is proposed to take up the Thottarapuncha Scheme next year which will benefit an area of over 660 acres of land. This is a proposal which has been put forward by the people for the past few years and we have been able to devise a scheme to afford the necessary facilities to improve the cultivation in this area. The Thottarapuncha is a belt of low lying lands skirting the Muvattupuzha river. The length of the river from this place to where it finally joins the backwaters near Poothot is about six miles. During the floods of N. E. Monsoon the level of the river near Thottarapuncha lands is nearly 8 feet higher than that of the backwaters. This is the reason for the great submergence of the fields at that time. It is now proposed to put up a bund on the right bank of the river to ward off the flood waters of the river from the lands and at the same time to drain the storn water from the fields by means of a new channel to the Konath river near its junction with the backwaters. By doing these works, the flooding of the Thottarapuncha lands will be greatly minimised and the ryots will be able to raise their crops successfully.

We have also budgetted for the Chalakkudi River diversion. This work is one which has been attracting the constant attention of this House ever since its inception and it is also one which was being considered by the Government for the past thirty years. On account of the dire necessity for increase in food production for the country this interstatal question was taken up again with the Travancore Government last month.

The proposal is to put an anicut across the Chalakudi River at a place called Sastamvayil some distance above Echipara and to lead a canal to the saddle on the Edumbankavalai and then to take the main canal along Pariaram, Elingipara, Potta, Perambra and Chalakudi. This will serve according to survey conducted some years ago, to irrigate about 8,000 acres of *parambas* and 4,000 acres of wet lands. Two crops can be raised on them if irrigated. Connected with this Chalakudi diversion was the question of the irrigation of the Kole lands. Apart from certain opinions expressed by some prominent agriculturists that there will be sufficient water, no one seemed to have made any reliable observation of the flow. This was the position four years ago.

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This Government then jointly with the Travancore Government set up self recording gauges to determine the flow of the river from the month of November to July. These readings were taken for three years and it is seen that the discharge during the dry months falls down so low as 30 and 40 causes at times when water will be required by the *kole* lands. Even if all this water is diverted it may still be insufficient to meet the demands of the *kole* lands. Further the diversion of this water may deprive the owners of the lands lower down the river from getting an irrigation supply for the extensive *Punja* land situated near Kallur Thekkummuri, Thirumukulam, etc. So this question of supply to *kole* lands from the Chalakkudi river has to be looked into again and this Government along with Travancore will be examining the question early next year. This examination it will be necessary to check once again the lowest flow of the river in the dry season to ascertain whether the readings of the guages set up require any correction and also to determine what minimum quantity of water is to be let out for the irrigation of lands lower down. It has also to be realised that the flow of water in the Chalakkudi river helps to ward off the ingress of salt water into the lands near the place where the Chalakkudi river joins the Periyar. All these questions have to be studied before it can be decided as to whether it will be practicable to divert the waters of the river in the dry season for the irrigation of the *kole* lands.

These are the two large schemes which have been budgetted.

In the next year it is also proposed to help to convert about 6,000 acres of single crop *viripu* land into double crop. The general scheme for such conversion is to divert the waters of the two rivers, the Manali and the Kurumali into the extensive *viripu* fields lying close to the banks of these rivers. It is now contemplated to divert these streams in three places. One of them is across the Manali river, a little upstream of the Puthur bridge. A bund will be put up across the stream in the month of September and the water level of the stream will thus be raised and passed through the fields and canals in them. This bund is likely to be breached during the N. E. monsoon and then it will be put up again by the 15th of November. By this diversion an area of about 1,300 acres of fresh *Mundakan* crop can be raised.

The other place where a bund is proposed to be erected is across the Nollithodu which is a tributary of the Manali. This will similarly irrigate lands in Thorava, near Pudukad railway station, and areas near Pazhayi. The extent of the area which will be benefited here is 1,200 acres,

It is also now proposed to erect a bund across the Kurumali river at Manjankuzhi. The area which can be converted into double crop here will be about 1,200 acres.

I have in view a block of about 2,200 acres near Annamanda skirting the Chalakkudi river. On account of floods it was not possible for me to make an investigation but I trust it will be possible to give irrigation facilities for this area.

I have caused enquiries to be made as to the availability of such areas in the Talappalli Taluk. Thanks to the harnessing of the waters of the Keecheri river rather full for irrigation purposes, and to the hilly nature of the country of this Taluk a large proportion of the wet lands there are already under double crop cultivation. My enquiries have not yet brought to light any appreciable area here suitable for such conversion. I shall be thankful if any other members here who are familiar with the locality more than I am, could help me in this connection. I have however received information that about 475 acres could be so completed in this Taluk. This question is being looked into.

In the Cochin-Kanayannur Taluk there are some areas of Kari *nilams* on which only one crop is now raised but which are suitable for raising a second crop if the ingress of salt water is prevented. An area of about 400 acres in Maradu village has been selected and the estimates for putting up the necessary bunds have been submitted for sanction. The work can be completed in time if the preliminary land acquisition proceedings can be completed early. Similarly we are now engaged in the survey for putting up bund to prevent the ingress of salt water to an area of about 600 acres near the Konath river.

It is my intention to investigate other areas in the Cochin-Kanayannur Taluk where such improvements could be made.

Another important work which we have started this year is the part of a bold programme costing several lakhs of rupees to prevent sea erosion of our littoral lands. This work could not be pushed through as fast as we had originally planned; but in a way this delay was not in my opinion an unmixed evil. For, had we constructed the groynes during the dry weather before the monsoons, it would not have obtained such a good foundation as it would be possible to obtain it. They are laid just after the monsoon. The land would then have been lowered to

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some extent by the action of the waves and would present an unerrodibble and firm foundation. The work of actually laying the groynes would start today at Manassery and Cheriakadavu.

This year, there have not been so far any harmful effects of floods and *virippu* crops are in a flourishing condition all over the State. The period during which harmful floods happen has already passed and there need be no further apprehensions this year from floods. Only in very rare years do we have high floods in August.

So the House will kindly see that we have been devoting our attention assiduously to all the phases of problems in irrigation and land reclamation and drainage. Of course no one is aware of our shortcomings more than we do and we certainly think that we can do with a little more brains; but it cannot be gainsaid that we have all along and consistently faced and in most cases, conquered as far as possible, all the problems in irrigation which have risen in this State whether it may be of floods, or of *kole* cultivation or of sea erosion.

The Diwan President in his opening speech referred to the schemes which I have in contemplation and which I proposed to bring to the consideration of the Government in the course of the next year. The survey and the estimates for three schemes are nearly ready in my office. These are the diversion of the Kallai river, the Pothundi and Peranda rivers and the Puthur river. The cost of these three schemes as per estimates prepared comes to about Rs. 1,80,000. These will command an area of about 4,000 acres and I shall be sending up the estimates for sanction as soon as possible.

The schemes which contemplated the conversion of *parambas* into *nilams* were not having sufficient attraction to the ryots a few years ago on account of the low price at which paddy was being sold. Three years ago no one would think of cutting down trees on *parambas* for converting them into paddy fields. So the schemes had to remain under the category of protective irrigation works and were not actually in great demand. Personal enquiries conducted by the several revenue officers whose advice was sought for in respect of each of these schemes reported adversely on them soley because of the low price of paddy ruling at the time. At present however conditions are different. The price of paddy is high and what is more important, we want to avoid a famine at any cost.

The other day in this connection I was looking into the acreage of lands under rice cultivation in the State. The area is reported to be 2,20,000 acres of which 1,19,000 acres are single crop and about 1,00,000 acres under double crop. This represents an area of 340 sq. miles out of a possible extent of 770 sq. miles excluding the area covered by forests and back waters. That is to say, that an area of 44 per cent is already under rice cultivation. I am not not now in a position to say whether it will be possible to convert areas already supporting garden trees into rice fields. It is however certain that as it is, the area under rice crop is proportionately already high in the State.

Turning now to the subject of communications, I have to report that all the road works sanctioned in the programme of the previous Road Board have been completed with the exception of the Alur Keecheri road in Trichur Taluk and Konthipulam and Kattur-Kakkathuruthi road in the Mukundapuram Taluk. In the Cochin-Kanayannur Taluk a bridge to Cheranellore has also to be constructed. On account of the War essential bridge building materials such as steel is unobtainable, and cement is also unobtainable except at very high prices. This has given a setback to these works. This year we have undertaken the construction of the epoch-making Anamalais Road. The work has been started and about 5 miles of earth work has been completed. Our men are working against great difficulties in the forests and several of them have been struck down with malaria. The Chief Medical Officer has very kindly promised to help us with anti-malarial work and we are deeply grateful to him for his kindness. He has already sent a Doctor to serve the interests of the officers and men working in the forests.

Our building programme for the next year represents nothing more than the mere bare necessities. There is a provision of 1 lakh of rupees for the construction of police lines in the towns of Mattancheri, Ernakulam and in Willingdon Island. The house will appreciate that conditions of living in those areas are more difficult than those obtained elsewhere in the State and that a proper and adequate accommodation is essential for the members of the police staff in the interests of discipline and the availability during emergencies. This question of police accommodation has been before this Council and before Government for nearly 12 years and a five-year programme had also once been drawn up. According to this programme, police lines have been constructed in several of the outlying places such as Pudukkad, Anthikad, Erumapetty, Vadakkancheri, etc. The larger towns of Mattancheri and Ernakulam however were not provided with such facilities on account of the cost. Our new gallant Commissioner of Police thinks that this defect should not be allowed to remain any

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longer and should be corrected. We had made a provision in 1117 for constructing police line in the Willingdon Island where no sort of accommodation now exists. This work was not actually executed this year since the sites originally selected had to be given up to the harbour authorities to meet the expansions for space for military works. The necessity for this work is urgent and no avoidable delay should be permitted to interfere with it.

Our Electrical developments during the year have been satisfactory. We have the first instalment of the Pallivasal Power of 400 K.W. and we have completely electrified the Chowwara water works and the Ernakulam Town. The Tata Oil Mills alone, however, are being supplied by power from the thermal station. I have here to express my gratitude to the electrical engineer of Travancore for the very cordial relationship which exists between us in this matter of Pallivasal Power supply. He has been extremely helpful to me in many matters and it has considerably helped me in completing the first stage of the scheme.

The question of water supply to the towns of Ernakulam, Mattancheri and the Harbour was a difficult matter this year and was giving us considerable anxiety. When we found that the supply had suddenly become very insufficient we took action in getting a booster pump erected on the pipe line to enhance the supply. Several other improvements to the water supply are under progress.

This department was also in charge of all the construction works connected with the A.R.P. organisation.

Sir, I have now touched on most of the important works connected with this department and I shall not take up more of your time now especially since I see that there are a good many cut motions standing to the credit of this budget grant. I request again that the House may be pleased to sanction the grant for the P.W.D. for the year 1118.

Mr. V. J. Mathai *(Planters):* May I know, Sir, when the Police lines at Nelliampathies will be completed?

Mr. V. K. Aravindaksha Menon *(Chief Engineer):* That will be completed this year or early in Chingam.

CUT MOTION No. 1

To reserve more seats for the study to the Engineering in the Madras and Travancore Colleges

Mr. C. V. Iyyu *(Kunnamkulam):* Mr. President, Sir, I beg leave to move *to reduce the allotment of Rs. 11,769 for Public Works Civil Engineering Establishment Salaries of the Subordinate Executive Staff by Re. 1.* This is *to urge the desirability to reserve more seats for the study of Engineering in the (i) Madras or Travancore Engineering Colleges for degree courses (ii) and also in the Government School of Technology, Madras or in any recognised technological institute such as the Chengalvarayan's institute Madras or in the P. S. G. Institute, Coimbatore (iii) and in the Victoria Technical Institute, Bombay for diploma courses.* A speech is not necessary to impress upon the Government the necessity of suitable engineers both in the industrial as well as in the civil, mechanical and electrical lines. We have already reserved two seats in the Madras Engineering College for two seats for the study of Civil, Mechanical and Electrical Engineering. Government are aware that scores of applications are received from highly qualified candidates of all communities for admission to these colleges Government do not find their finances are so stable as to start these technical institutes at Government expense to meet the demands of all. But yet Government can by spending smaller amounts reserve one or two seats in all these institutions or at least in the matter of the technological institutes for diploma courses. I wish to suggest the cheaper of the one, I mean the institute which demands the lowest rate of fees from the Government for reservation of seats may be chosen because in all these institutes there exists L. E. E. and L. M. E. courses. In the case of the Victoria Technical Institute of Bombay there are studies in engineering subjects and special studies for Industrial works, which you do not find anywhere in the Madras Presidency. Even Madras Government have reserved certain seats for Technological Courses in the Bombay Institute. I have seen several times notifications of the Government of Madras inviting applications for the selection of candidates to be sent at the expense of the Government of Madras to the Victoria Technical Institute of Bombay. Our State is as literate as Travancore if not more. We have been considering the area and population of the State recently. The three first Grade Colleges brings forth each year a large number of highly qualified boys and girls, quite fit and efficient to be taken into any of these institutions for higher studies in special subjects. A fairly large number of middle class people who can afford to pay for their tuition fee and other expenses to compete for these courses are available in almost all the communities. I request that the Government will not be satisfied

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with the meagre arrangements they have hitherto done with the Government of Madras by reserving seats in the Engineering and Medical Colleges of Madras and with the authorities of the Hindu University, Benares, to extend their sympathy to students who do not get admission for such higher studies in their institutions or other such institutions who have got sufficient intellect to pursue such studies. Post-War reconstruction requires a large number of engineers and industrialists. Even in our State, as conditions at present stand, we do not know how many we may want. We may be able to provide all the boys who are qualified if they can get seats in some institution. I request that the Government will give a sympathetic consideration to this and orders be passed setting apart sufficient funds for technological studies.

Rao Sahib I. N. Menon *(Director of Public Instruction)*: Sir, although this cut motion comes under Public Works Department Budget, I think it will be more proper if I say a few words, not in defence of what has already been done, or in defence of what we propose to do, but explain the situation in which the Government are. The point of the cut motion is to urge upon the Government the desirability of reserving more seats for the State in Engineering, etc., in the several institutions. I think Government wholeheartedly approve of that particular point of the cut. There is no doubt that time has definitely arrived when special attention, particularly in India, is necessary and deserves to be bestowed on the technical education of its young men and women. We have, consistent with our resources, tried to discharge our duties to the public of Cochin in this respect. Whether we have succeeded in meeting all demands on this head, is a different matter. But if I am asked whether we have done all that is possible consistent with the resources at our disposal, I definitely say, we have done our very best. The cut motion comes also, Sir, at a very inopportune moment for the Government to accept. We are straining all our nerves to see whether we cannot try to maintain the internal economy of the State, and at the same time contribute what we can to the consolidated war effort undertaken by the Government of India. I think it will be rather difficult, to say the least, for the Government to undertake any further commitment which might involve additional expenditure at this moment. As matters stand at present, we have reserved at no small cost two seats in the Medical College and two seats per year in the Engineering College. This costs roughly about Rs. 10,000 per College when the candidates are studying for all the 5 years. To add to this commitment is, at present, not possible. There was a time when there was not congestion in the Technical Institutes and Colleges in the rest of India and our young men and women had not to seek the auspices of the Government to get seats reserved in these Colleges. As a matter of fact, the last generation of Engineers and Doctors in the State have all been educated on their own initiative and at their own cost. But due to congestion, it has become difficult for the Madras Government, for instance, to keep room vacant for men and women coming from the Indian States. Their hands are full; they have as much young men and women in their colleges. So that, we have to come to some sort of arrangement with the Government of Madras, and the present arrangement was arrived at, with considerable cost to the exchequer. I would therefore request that desirable as this arrangement is, it may kindly be postponed for consideration soon after the war, as soon as the revenues are available for normal use.

Mr. K. Ayyappan *(Ezhuvas-Kanayanur)*: Soon after war, we may require qualified men. Even now we require.

Rao Sahib I. N. Menon *(Director of Public Instruction)*: With regard to some of these institutes, no reservation is necessary. For instance, with regard to the Benares Hindu University, no reservation is exactly necessary. The demands are to some extent, at any rate, regulated by the number of seats available. I know there are years when seats go abegging. As a matter of fact, we have got on the lists six seats reserved. There was a year when we had only 5 applicants. The same thing happened to candidates in the rest of India. I do not think any definite reservation would be necessary in the case of the Benares Hindu University. As a matter of fact, we do not reserve under the original agreement with the University seats, for instance, in the Technological course, like mining, metallurgy, &c., and yet our young men do not find any difficulty in getting seats in the different courses.

Mr. C. R. Iyyunni *(Trichur-South)*: From this year onwards, there has been a large number of students.

Rao Sahib I. N. Menon *(Director of Public Instruction)*: I do admit that this year has rather been an exception. What I propose to do is that Government need not take any initiative in this matter. It is a simple matter which any person who is conversant with the authorities of the Benares Hindu University can get the University to agree without any sort of formal agreement to accept any large number of students.

Mr. C. V. Iyyu *(Kunnamkulam)*: I have not raised the point of the Benares Hindu University. I know that with regard to this University, all such things are possible.

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Rao Sahib I. N. Menon *(Director of Public Instruction):* The Hon'ble Member was particular about the admission to particular courses. There are certain existing institutions. Benares Hindu University is one. With regard to the Victoria Technical Institute in Bombay the problem is much more complicated. Under the old rules, the Institute gave preference to candidates who belong to the Bombay Presidency and Madras came only next. As a matter of fact, I know of a time when candidates from Madras had the same difficulty as candidates from Cochin. This is not a matter in which, I think, reservation will be of much use. If there is space available, reservation is not necessary, and if there is no space available for candidates from outside Bombay, reservation would be impossible. So it seems to me at a time like the present it will be very difficult to go and trouble the authorities to reserve seats for us.

Now, with regard to the Chengalvarayan Institute, Madras or the P. S. G. Institute, I think the kind of training they get there can be very easily had if our boys and girls take advantage of the opportunities now offered by the technical training scheme offered by the Government of India at present. They are more or less artisan courses. They are courses leading to Diplomas.

Mr. C. V. Iyyu *(Kunnamkulam):* They are giving diplomas after 4 years' course.

Rao Sahib I. N. Menon *(Director of Public Instruction):* I use the word Diplomas definitely to mean a body of that standing. Now the Technical Training Scheme devised by the Government of India, no doubt, on the spur of emergency, have proved to be very successful and if a large number of our young men would only take advantage of the opportunities now offered, the difficulty of getting trained technical men will not be felt. The training that is received will not be of a highly academical nature. It will not be the University standard. For all practical purposes, at any rate, it would be sufficient. I have tried to describe in as precise a manner as possible the exact situation in which His Highness' Government is placed. We welcome the proposal, but we only ask for a little more time to implement the proposal contained in this cut motion. And, if by persuasion or by personal influence, without committing government to any further expenditure on these heads, I can secure admission for our boys and girls into these technical institutes, I promise I shall do all that is possible. It may be that in some cases reservation may be insisted upon and that at a fee. In such cases, of course, we have to wait; but with regard to some others, *viz.*, the Chengalvarayan Institute in Madras and the P.S.G. Institute, Coimbatore and probably to some extent, in the Victoria Technical Institute, Bombay, it may be possible to find a very limited number of seats, even without reservation. But if reservation becomes necessary, I have to request the House that the proposal may be allowed to lie over till our finances are in a better condition. That is all what I have to say.

Mr. C. V. Iyyu *(Kunnamkulam):* Will the Hon'ble Member for Education find it possible to reserve or rather to get admission to students who seek admission to these institutions at the beginning of the next academic year, even without reservation?

Rao Sahib I. N. Menon *(Director of Public Instruction):* I do not altogether despair of getting some seats for our boys and girls into the minor institutes. As a matter of fact, even without reservation some years ago, we got it.

Mr. C. V. Iyyu *(Kunnamkulam):* The explanation given by the Hon'ble Member for Education in the case of questions concerning finance is not very satisfactory. I do not press the motion to a division, because the Member for Education has promised the House that he will make an honest attempt to see that some of our boys get admission to these institutes. Considering the very cordial relationship which our Government has at present with the Government of Travancore and also because I hear that the Madras Engineering College is going to recruit another batch of students in January for Engineering courses because of the present emergency, I hope the Government be pleased to use their influence both with the Government of Madras and with the Government of Travancore, to get admission, by reservation or by any other means to these Engineering Colleges, to some of our students.

Mr. C. J. Mathew *(Joint Secretary to Government):* Every effort will be made by the Government to see that this is done.

Mr. C. V. Iyyu *(Kunnamkulam):* With this very sympathetic assurance, I believe the whole thing will be satisfactorily worked out. Therefore, I don't press the motion to a division; I beg leave of the House to withdraw.

Motion, by leave, withdrawn.

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CUT MOTION No. 2

Appointing a Committee for developing the Navigation in the State

Mr. C. V. Iyyu *(Kunnamkulam):* I move *to reduce the allotment of Rs. 11,769 for Civil Engineering, Subordinate and Executive Staff by Re. 1.* The aim of the motion is *to urge the desirability of appointing a Committee to investigate into the possibility of developing the existing inland navigation canals and also to explore the possibilities of opening new canals for developing the inland navigation facilities in the State and connecting such navigation canals connected to the Cochin Harbour.* The chief navigation canal now existing are the navigation canals known as the Connolly canal part of which passes through British Malabar and through our State and also the canal connecting Trichur with Cochin. Of these canals the Trichur-Cochin canal needs very great improvement and it has been subject of discussion in this House for more than one time To a great extent the possibilities of the trade in the northern commercial centre of the State. have been dwarfed by the unsatisfactory condition of the Trichur Cochin canal. The development of Trichur itself can be found to be the result of connecting Cochin with this canal during the days of the late Diwan Sankara Warriar. Before that Kunnamkulam was the bigger commercial centre in the northern half of Cochin. The downfall of Kunnamkulam as a commercial centre is due to the connection of Trichur with Cochin. Kunnamkulam had a connecting canal even in those days with Cochin. That canal yet exists. The distance of the canal from the Kunnamkulam town is 6 miles. Decades after that rather a century after their downfall people have awakened and have been agitating for the last 15 years for a connection with the Connolly canal from the western village of the Kunnamkulam Town and the Government have been considering the matter very seriously. Because there is part of Madras Province through which the canal has to be taken, there was unnecessary delay in coming to a conclusion. Even now it is not too late to set matters right. If any emergency arises we cannot depend upon communications of roads through railway line or even through roads. The canal communication through that part of Kunnamkulam will be a great help to carry goods and even the military for the defence of the country. The same canal is connected with the existing irrigation channel of Vettikkadavu Thodu between Palanji and Kunnamkulam, and this will open up to Ponnani in British Malabar. The possibility of development of inland trade through that part of British Malabar and Cochin State is very great. The new canal which has been opened recently within the last 4 years is the Shanmukham canal. I am a believer in the possibility of that canal also. But the construction of the canal was done too swiftly. The Government wanted to have that canal opened as a sort of demonstration. There is immense possiblity of widening and deepening this canal and help the plantation products being brought to Cochin from the Palapillies through that Canal. There may be other canals also which will be helpful to our inland trade as long as the Cochin Harbour is the trade centre of South India. The motion is for appointing a special committee to investigate into that matter and report to the Government. I would even suggest that the present Irrigation Board which contain very clever men who can take up this question may be asked to investigate the possibilities of the Kunnamkulam Edakazhioor canal scheme also. With these few words I commend my motion for the acceptance of the House.

Mr. C. R. Iyyunni *(Trichur-South):* I would like to say one or two words regarding the canal between Trichur and Cochin. Almost every year practically there used to be a motion that the canal from Cochin to Trichur should be made navigable throughout the year and the Government has been saying for reasons which are not very clear to us that such a thing cannot be done. The one reason that is stated is that if it is kept navigable the salt water will get into the *kole* lands and the *kole* lands cannot possibly be cultivated. To me it seems that that reason cannot hold water for the reason that there was a time when this canal was being used throughout the year and this contingency had not arisen. It is only after the introduction of the Shoranur-Cochin railway that these were found out. To me it appears that the Government is under the apprehension that if this canal from Cochin to Trichur is opened throughout the year, traffic in the railway will be affected. To me it appears that that is not a very sound argument. Even if there is some reduction, I would say that in the interests of the State of Cochin it will be absolutely necessary that the canal is kept navigable throughout the year. After all we are getting only a small percentage from the railway. It is only the interest—a little over 5 per cent on the amount that we have invested in the railway. Not only that, with regard to the audit and things of that kind it is very doubtful whether the Cochin Government has got a right to go minutely and scrutinise into every details of expenditure incurred by the S. I. R. people.

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It is only such persons who are trained under the S. I. Railway who are allowed to audit or to look into the accounts even. That this the state of things. Now, especially after the Port is developed into a full-fledged harbour commodities from the interior are to come in large quantities so that there may be sufficient exportation from the harbour. That is one way of adding to the revenues of the State. We are getting about ⅓ of the charges from the harbour. Now we have opened up the road from Anamalais to Chalakkudi. That is also another additional means by which the harbour can be properly fed. Of course, it is a matter that is known to us all, that transport by means of water communication is very much cheaper than the transport by the railway; not only that especially at this time, when we are almost on the threshold of probably an invasion or something like that, there will be considerable difficulty for things to be carried from here to Trichur and from Trichur to this side. It is certainly one of the biggest centres from where there would be buses travelling to all sides of Trichur. In that view also it is absolutely necessary that the canal from Cochin to Trichur should be kept navigable throughout the year. It is only with regard to that matter that I make this observation.

Mr. K. S. Panicker *(Ezhuvas-Mukundapuram)*: There is a separate cut motion for this. This motion is only for constituting a committee and to investigate and report to Government that such a thing is absolutely necessary or not.

Mr. C. R. Iyyunni *(Trichur-South)*: If the committee will report that such a thing is necessary it is all the more better.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: As regards the facilities for navigation in the State I must say that we have already quite a good proportion of the State served by canals and backwaters. The backbone of the navigation of the State is the large stretch of backwaters starting from Chellanam to Karuppadanna and from there to a distance of about 25 miles. We have the Connolly canal leading us as far as Chettuvai and we have also several inland canals leading up to places like Mala, Mulanthuruthi and to interior places where you get low-lying lands. Recently we have constructed the Shanmukham Canal. That serves the area around Irinjalakkuda. The Hon'ble Member for Trichur has been stressing on the necessity of making the Karanchira—Trichur canal suitable for navigation right throughout the year. This question has been before this Council several times and I have been explaining that it is not possible to make this Canal navigable right round the year for two reasons. Firstly, if the Karanchira—Trichur canal is bunded up, during the dry months salt water will enter the *kole* lands and an extensive area of 16,000 acres will be spoiled. The Member for Trichur has very ungenerously attributed that we are putting forward these reasons only to justify the closing of the canal in the interest of the railway. I appeal to Members like Mr. Panicker and Nambudiripad who know the locality so intimately whether they would allow me not to bund up this canal this year. If they would allow me I shall not bund it, so that it is fairly certain that there is absolutely no justification for that kind of thought that we are bunding up the canal just to justify the interest of railway.

Mr. C. R. Iyyunni *(Trichur-South)*: May I know, Sir, whether the canal was navigable at any time, throughout the year?

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: I do not know.

Mr. K. S. Panicker *(Ezhuvas-Mukundapuram)*: It is absolutely necessary to put up a bund at Karanchira.

Mr. C. R. Iyyunni *(Trichur-South)*: May I know whether this canal was navigable at any time throughout the year?

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: So far as the records show, I have never known that this canal was navigable right round the year.

Mr. C. R. Iyyunni *(Trichur-South)*: It was navigable throughout the year.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: In that case it is impossible now. The second reason for not having made that canal navigable is that the canal also forms a storage basin for the irrigation of the *kole* lands; and as you know there have always been complaints of dearth of water and every drop of water from this canal is being pumped to the extensive *kole* lands in the months of Meenam and Medam. So that, even if we deepen the canal the water that is there will be taken by these pumps for irrigation purposes. Theoretically speaking it is almost impossible to keep that canal open for navigation all round the year.

Mr. C. R. Iyyunni *(Trichur-South)*: May I know whether there has been a supply of water in the *chal* so that water can be pumped into the *kole* lands now? Because there will not be water in the *chal*. The *chal* will become dry and where is the water to be pumped into the *kole* lands? What you suggest is that the water that is in the *chal* is being pumped into the *kole* lands then there is scarcity of water in the *kole*?

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: Water is being pumped during the dry months into the *kole* lands from the *chal*; that is a matter which is known to everybody.

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The next point about the Kunnamkulam Canal. This has been very very carefully worked out by Government and we have prepared a complete estimate and trade statistics of that canal. It has been stated that the cost of the canal being 1,42,000 rupees the trade from the connected areas will not be sufficient to justify this expenditure. I would be only too happy to place all these facts and the trade statistics connected with this scheme before the Irrigation Board for their scrutiny.

Mr. C. V. Iyyu *(Kunnamkulam):* With the assurance of the Member for Engineering that the matter will be placed before the Irrigation Board, I do not press the motion to a division.

Motion, by leave, withdrawn

CUT MOTION No. 3

For extending of the Kunnamkulam water works

Mr. C. V. Iyyu *(Kunnamkulam):* I move *to reduce the allotment of Rs. 11,769 for Subordinate Executive Staff by Rs. 2.* The object of the motion is *for extending the scope of the Kunnamkulam Water works to supply good drinking water at least to the Southern Bazaar of Kunnamkulam by a suitable pipe system.* A small amount was allotted, I think in the Budget of 1115 or 1116 for extending the existing water works. The usefulness of the water works by connecting it with a pipe line to the Southern Bazaar of Kunnamkulam cannot be gainsaid. All parts of Kunnamkulam Town do not suffer because of water scarcity. Water scarcity is very keenly felt in the Southern Bazaar. I may bring to the notice of the House that I am not living in that bazaar and I doubt whether any relations of mine are residing in that bazaar and I hold no property anywhere there. The only interest is that a very large number of people is suffering from water scarcity. The Government have spent 5 or 6 thousand rupees in digging wells in the different parts of this bazaar. The granite bed underneath the laterite soil is so deep that it was found to be exceedingly difficult to get water. An attempt may be made as in Nemmara to make tube-wells there. I have my own doubts whether that attempt was made by the Chief Engineer and found to be a failure. The only possibility is to extend the pipe-line from the existing water works in the fields near the New Church at Kunnamkulam. I commend this motion for the acceptance of this House.

Mr. V. K. Aravindaksha Menon *(Chief Engineer):* The present water works establishment of Kunnamkulam consist only of a tank and an engine and a pump for the supply of water for bathing purposes. We have two bathing sheds constructed and people freely resorting to this place for bathing. I have inspected several times that its working is quite satisfactory. The question of extending the water service to the Bazaar has also been looked into. We have not been able to supply water from this tank for both drinking and bathing purposes. So we have investigated other sites for constructing tanks and I believe a suitable site has been selected. But the question of pipes has become extremely difficult. The ordinary 2½ inches pipes which used to cost 8 annas now costs 4 rupees. The cost is almost unbelievable. So while I must admit that this proposal of extending this pipe-line to the Southern Bazaar is a feasible and desirable proposition, the work cannot be undertaken until the conditions of price of pipes improve.

Mr. C. V. Iyyu *(Kunnamkulam):* With the assurance given, I beg leave of this House to withdraw the motion.

Motion, by leave, withdrawn

CUT MOTION No. 4

To taking over the Management of our own Railway

Mr. C. V. Iyyu *(Kunnamkulam):* Mr. President, Sir, I move *to reduce the allotment of Rs. 11,769 for Civil Engineering—Subordinate Executive Staff by Rs. 2.* The object of my motion is *to discuss the desirability of taking over the management of our own railways and run the same as a separate department of the State after the expiry of the present contract with the S. I. Ry. Co., and, if necessary, to extend the railway communications in the State to such an extent as to enable our Government to assume the management of our railway to enable us to have a State railway department satisfying the provisions of the Railway Act of India.* My purpose in moving this cut motion is evident from the wording which has been given here. The possibility of extending the railway line from Trichur to Kollengode and from Trichur to Kunnamkulam and Guruvayoor has to be very seriously considered. This aspect of the question has been brought to the notice of the Government and the Government was considering this matter. As far as my knowledge goes it was because of certain vested interests that the Trichur-Kollengode line was not taken up. If the Trichur-Kollengode line had materialised

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during the pre-war days we would have got more rice through the Meter-Gauge line connecting Trichur with the Cauvery Delta. The Travancore people are now getting by Meter Gauge from the Cauvery Delta to Quilon. To some extent, we have now to depend upon the rice imported into Travancore *via* Quilon. The Meter-Gauge line can be made use of for taking rice from Trichur to Ernakulam, without transhipment if one more rail is put on the line. I concede that the price of steel has gone very high. I place before the Government that Government need not spend anything except for the construction of the permanent way and laying down of the rails. The rolling-stock now in the possession of the South Indian Railway will be more than enough for the time being and when better times comes up, we can ourselves purchase the rolling-stock. After the war is over, we must check out the S. I. R. and have a Railway Department of our own just as Mysore and Hyderabad. I do not wish to take the time of the House any further on this subject. I commend the motion for the acceptance of the House.

Mr. P. V. Raphael *(Comptroller of Finance and Accounts)* : Sir, The cut motion demands that our railway line should be taken over and managed by us as a State Department. As is well known, it is a very short line, and to run it as a State department will be a very costly affair. It may not be a profit paying concern for us to maintain the huge and costly staff that may be necessary to run a line of this length.

Mr. C. V. Iyyu *(Kunnamkulam)* : For that you can extend also.

Mr. P. V. Raphael *(Comptroller of Finance and Accounts)* : Even if we are going to extend this line to Kunnamkulam, it may not be a profitable venture for a State like ours to run a huge enterprise of this kind. It is on this ground that the Government have to oppose this motion.

Mr. C. V. Iyyu *(Kunnamkulam)* : I am going to press this motion to a division.

Motion was put and lost

CUT MOTION No. 5

Work of the Parisodhakan—Information regarding

Mr. C. V. Iyyu *(Kunnamkulam)* : Sir, I move *to reduce the allotment of Rs. 11,305 for Subordinate Executive Staff by Rs. 2.* The object of my motion is *to elicit information as to the work of the "Parishodhakan" on Rs. 40 to 60.* I found the name "Parishodhakan" in the Budget. May I know what are his functions.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)* : The appointment of the Parishodhakan has been in our budget for the last twenty years.

Mr. C. V. Iyyu *(Kunnamkulam)* : It may be so. But I noted it only this year.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)* : The duty of the Parishodhakan is to design the size of the buildings to be constructed for temples and palaces and in places where Sastric dimensions have to be looked into. We cannot make any design of any palace or even out-houses, latrines and bath-rooms without the approval of this Parishodhakan. In a way he is above us in the matter of these designs, because we cannot understand the principles upon which he acts. A certificate from him is necessary. Whether it is right or wrong we cannot check it. We check all the calculations.

Mr. K. R. Viswambharan *(Ezhuvas-Talappalli)* : Is his pay debited to the general revenues?

Mr. V. K. Aravindaksha Menon *(Chief Engineer)* : Yes, to Public Works.

Mr. C. V. Iyyu *(Kunnamkulam)* : The only thing that I wish to point out is about the justification of keeping him, by paying him from the general revenues.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)* : It is very necessary. Even the Palace buildings are constructed from Public Funds. There is no meaning in saying that the Parishodhakan's pay must be met from other funds.

Mr. K. R. Viswambharan *(Ezhuvas-Talappalli)* : May I know whether any qualification is prescribed for this post?

Mr. V. K. Aravindaksha Menon *(Chief Engineer)* : Yes he should be conversant with Thachu Sastram.

Mr. C. V. Iyyu *(Kunnamkulam)* : I do not think there is any necessity to press this motion to a division. I only wanted to elicit some information on the subject and if there is any necessity I will bring another resolution. I therefore beg leave of the House to withdraw the motion.

Motion, by leave, withdrawn

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CUT MOTION No. 6

Ernakulam North Station Building—Inadequacy to meet requirements of passengers

Mr. A. V. Moothedan *(Chalakkudi)*: Sir, I move *to reduce the allotment of Rs. 26,389 for establishment by Re. 1.* The object of the motion is *to point out that the Ernakulam (North) Railway Station buildings are totally inadequate to meet the requirements of the large number of passengers.* Sir, with the extension of the Shoranur-Cochin Railway to the Willingdon Island, there was an arrangement for two Stations, one at North and the other at South. But at that time they never thought that there will be such a rush of passengers in the North Station. But after the opening of the station, we find that there are more passengers in the North than in the South. There is no sitting accommodation and especially in the summer season the passengers are exposed to the hot sun. On some days I have found 500, 600 and even 1,000 passengers in that station. I have brought this subject to the notice of this Hon'ble House before. Then the answer was on account of the heavy cost of building materials, it could not be taken up. I say it is very urgent. The people are put to a lot of inconvenience. I request that the Government may be pleased to look into the matter.

Mr. V. J. Mathai *(Planters)*: Sir, I rise to support this motion. Anybody who has passed through the North Station will find the handicaps under which the travellers are now placed. As my Hon'ble Friend Mr. Moothedan said, there is no waiting room there at all. I dare say that more passengers are alighting and getting into the trains from that Station than from the South Station. Most of us who are living near the Legislative Council Buildings really do get down at the North Station. Even as regards the vehicular convenience, we see more vehicles coming there because there is more demand. The delay in that Station on account of the delay in other Stations is inordinately great when compared with the South Station. Thirty minutes and often more have we to wait there. I do not think there will be any difference of opinion on this. I therefore lend my strong support to the motion of my Hon'ble Friend Mr. Moothedan.

***Mr. V. K. Aravindaksha Menon** *(Chief Engineer)*: Sir, when the extension of the Shoranur-Cochin Railway was made to the Harbour we made two stations the North and the South. When they were built they thought that the South Station will be more important. But I also noticed as the Hon'ble Members have done, that the North Station has become equally popular. (A voice. There is no question of popularity. It is more important). Yes it has become even more important. This question then was taken up with the Agent of the South Indian Railway. He said that while the accommodation for the third class passengers was fairly adequate according to their rules considering the number ot passengers—they have got certain rules, five square feet for a passenger—for upper class passengers there was absolutely no accommodation at all. For that purpose we have now approved an estimate which they have sent for this accommodation and the work is going on. After that if anything more has to be done, we will bring this matter again to the notice of the Railway Advisory Board.

Mr. A. V. Moothedan *(Chalakkudi)*: I think the Chief Engineer need not wait till the completion of the work to make a correspondence with the South Indian Railway Company Agent. That will mean delay and this is a very urgent matter.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: The Railway authorities have got vertail standards and they know exactly what things should be done for they have got great experience in the line. Probably we who have not got the same experience, may think that the accommodation is not sufficient just by looking at what they are doing now. Let the whole thing be completed. Then only we can say anything. If there is any inconvenience experienced after that we shall bring it to the notice of the Advisory Board.

Mr. C. R. Iyyunni *(Trichur-South)*: May I know whether the extension that is now proposed will be more or less equal to the accommodation that is now available in the Ernakulam South Station.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: It will not be just as big as that. But I think it will be fairly equal to it.

Mr. C. R. Iyyunni *(Trichur-South)*: Can we not have an idea of the floor area so that we can also know in a rough way what the extent will be.

Mr. K. Ayyappan *(Ezhuvas-Kanayannur)*: Is it not intended for upper class passengers?

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: Yes. The extension to the upper class waiting room will be a room of 14′ × 15′ with a bath room lavatory, etc., completely equipped.

*Speech not corrected by the Hon'ble Member.

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Mr. A. V. Moothedan *(Chalakkudi)*: That won't be sufficient to meet the requirements of the third class passengers. We do not grudge providing better accommodation for upper class passengers because they pay more. About 1,000 third class passengers are coming and going from that Station. I have noticed that during the months of April and May when there was wholesale evacuation of women and children I have found them standing in the hot sun. I wanted to send an adjournment motion at once but there was no council sitting then. I say it is a very urgent matter. Therefore the Chief Engineer may look into the matter immediately. He may start correspondence at once. If the Engineer is going to do that I do not want to press the motion.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: The Agent to the S. I. R. reported to us that the accommodation now provided for the third class passengers is quite adequate considering the number of tickets sold there. It only lacked accommodation for upper class passengers. That is why this extension is going on. The Hon'ble Member for Chalakkudi said about the conditions during the time of evacuation. It is not an ordinary occurrence.

Mr. C. R. Iyyunni *(Trichur-South)*: Will the Government be pleased to get the number of 1st and 2nd class passengers who come there and the number of third class passengers so that we might have an idea as to how these recommendations have been made?

Mr. V. K. Aravindaksha Menon *(Chief-Engineer)*: The Agent has already looked into this question in detail and he has also looked into the number of tickets sold and then he has come to the conclusion that the space provided for third class passengers is quite adequate. But if the House thinks that it is not so I shall look into the matter.

Mr. C. R. Iyyunni *(Trichur-South)*: We want to know the data on which he proceeded and came to this conclusion.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: On the number of tickets sold.

Mr. A. V. Moothedan *(Chalakkudi)*: Sir, I think it was very unfair on the part of the Government towards the large number of third class passengers not to have provided sufficient accommodation. At least in fairness, they ought to have looked to their comforts also. I urge the Chief Engineer to look into the matter urgently and carefully and start correspondence immediately and on this statement I withdraw the motion.

Mr. President: It is not fair to say that the Government did not look to the comforts of the third class passengers. The Agent to the S. I. R. did consider this question and came to the conclusion that there was sufficient accommodation.

Motion, by leave, withdrawn.

CUT MOTION No. 7

Necessity for completing the Karuvannur Flood Relief Scheme

***Mr. C. Kunjan Nambudiripad** *(Urakam)*: *To reduce the allotment of Rs. 1,64,294 for Public Works, Civil Engineering by Re. 1. To impress upon Government the high necessity for starting the fourth stage works of the Karuvannur Flood Relief Scheme.*

, സർ, കരുവന്നൂർ പുഴയിലെ വെള്ളപ്പൊക്കം കാരണം ഇന്ന ജനങ്ങൾ അതിയായി കഷ്ടപ്പെടുന്നുണ്ട് എന്ന ഈ സഭയെ എനിക്കറിയിക്കുവാൻ വളരെ സന്തോഷമുണ്ട്. കരുവന്നൂർ പുഴയിലെ വെള്ളപ്പൊക്കക്കാര്യത്തിൽ ഗവൺമെണ്ട പലതും ചെയ്തിട്ടുണ്ടെന്നും അതുമൂലം അവിടത്തെ ജനങ്ങൾക്ക വലിയൊരു രക്ഷ കിട്ടിട്ടുണ്ടെന്നും ഗവൺമെണ്ടിനു ഒരു ധാരണയുണ്ട്. എന്നാൽ ഇന്നും ജനങ്ങൾ വെള്ളപ്പൊക്കക്കാലത്തു വളരെ സങ്കടത്തോടും വളരെ പരിഭ്രാന്തരായിട്ടും ആണ് അവിടെ കഴിഞ്ഞുകൂടുന്നതു. അതുകൊണ്ട് അതിനു ഗവൺമെണ്ടിൽനിന്നും ദയവായി ഒരു സ്കീമുണ്ടാക്കി ആരംഭിച്ചിട്ടുള്ള ആ പണിയുടെ നാലാമത്തെ ഘട്ടംകൂടി ആരംഭിച്ചു അവിടത്തെ ജനങ്ങളെ രക്ഷിക്കണമെന്നു ഞാൻ താഴ്മയായി അപേക്ഷിച്ചുകൊള്ളുന്നു.

മിസ്റ്റർ കെ. എം. ഇബ്രാഹിം: മൂന്നാംഘട്ടംവരെ എന്നാണ തീർന്നിട്ടുള്ളതു?

മിസ്റ്റർ സി. കുഞ്ഞൻ നമ്പൂതിരിപ്പാട്: പല പണികളും നടത്തീട്ടുണ്ട്. വെള്ളപ്പൊക്കത്തെ തടയുന്നതിനു കല്ലുംമറ്റുമിട്ട് പല ചിറകളും ഗവൺമെണ്ടു കെട്ടിയിട്ടുണ്ട്. അതിന്റെ ബാക്കിയുള്ള പണികളും നടത്തിക്കൊടുക്കണമെന്നാണ് ഞാൻ പറയുന്നതു.

Mr. T. A. Ramachandra Ayyar *(Nellayi)*: Sir, this motion came up for discussion several times in this Council and every time it was unanimously passed. This is a scheme for minimising the havocs of floods in the Kurumali River. By the opening of the Herbert Canal and some other canals the havoc done by the floods has been reduced to a very great extent and if the fourth stage of the scheme is also taken up there will be no havoc done by floods

*Speech not corrected by the Hon'ble Member.

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in the future. (A voice. What is this fourth stage ?) To divert the flood water of the Manali River through a Canal in Kanimangalam to the Enamakkal Dam. So I pray this must be taken up immediately.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: Sir, as the House is well aware, this Department has been paying a good deal of attention to the alievation of flood havoc caused by the Kurumali River and the Manali River to lands situated near Parappookkara and Thottippal and allied villages. I have prepared a scheme in four stages of which three stages have now been completed. When I prepard that scheme I had stated in my report that at the end of every stage we should watch the effects of floods on account of that particular work done and proceed only after the effect have been carefully watched and analysed. We have completed these three stages by the year 1106, that is about 12 years ago. The Karuvannur bunds used to breach and a large acreage of land used to be subjected to floods before the year 1106. About 5 to 6 thousand acres were effected. But during the year 1106 and afterwards there has not been a single instance in which the Karuvannur bunds have been breached. Of the works we did in these three stages were the opening of the Muriyar-Murkkand Canal, the widening and deepening of the Pananmkulam Canal and the construction of the Inchamudi canal. We have also widened the Chirakkal Thodu. When these works were completed, there was considerable relief and even the Kole lands in Parappookkara and Thottipal have been damaged during the past twelve years only on two occasions. So it will be seen that the works so far done have contributed considerably to the safety of those lands from floods.

Sir, the work now suggested, that is the fourth stage of the programme, is the last one. This scheme is the Padavara diversion of the Manali River and this work is estimated to cost about 1 lakh and 21 thousand rupees and the benefits derived from that work will only be for the diversion of a small volume of water of 1,500 cubic feet. Whether to spend one lakh and twenty-one thousand rupees for the diversion of this small volume of water is justifiable, is a matter which has to be very deeply looked into especially when the damages due to the havoc caused by the floods is only theoretical and not practical. I have therefore requested the Irrigation Board members to consider this question in all its details after looking into my report and taking me into their confidence instead of taking part views of things. I am now awaiting their decision and opinion in the matter.

മിസ്റ്റർ സി. കുഞ്ഞൻ നമ്പ്യരിപ്പാട് : ഈ സംഗതി ഇറിഗേഷൻ ബോർഡിന്റെ ആലോചനയിൽ വെക്കുന്നുണ്ടെന്നും അതിന്റെ അഭിപ്രായം അറിഞ്ഞു വേണ്ടതു ചെയ്യാമെന്നും ചീഫ് ഇഞ്ചിനീയർ അവർകൾ പറഞ്ഞ സ്ഥിതിക്കു ഞാൻ ഈ ഉപക്ഷേപം പ്രസ്സ് ചെയ്യണമെന്നു വിചാരിക്കുന്നില്ല. ഉപക്ഷേപം പിൻവലിച്ചുകൊള്ളുന്നു.

Motion, by leave, withdrawn

CUT MOTION No. 8

The desirability of having properly designed mile stones

Mr. T. S. Ramachandra Ayyar *(Chittur-Tattamangalam)*: Sir, I move *to reduce the allotment of Rs. 3,70,101 for communications by Rs. 2.* The object of my motion is *to bring to the notice of the Government of desirability of putting up a new and better type of mile stones and furlong stones along important roads in the State.* I take it that the mile stones and furlong stones are meant also as a guidance to the users of these roads, to the pedestrians, to the motorists, etc., but the existing mile stones and furlong stones are badly designed if this aspect of the matter is borne in mind. So far as the people with local knowledge are concerned, these mile stones and furlong stones are not necessary but to strangers these existing stones serve no useful purpose since they are not designed to serve this need. For one thing these stones are looking across the road and not along the road. The figures written on these stones are often illegible and it is impossible for the motorists to see even these stones sometimes. If you go to the British parts, for example if one happens to go through the Calicut-Madras Road you will see that the mile stones and furlong stones are beautifully designed and they are placed in a posture quite different from ours. The figures are boldly written on them. They show how many miles you have travelled and how many more you have to cover to reach your destination. I would request the Government to look into the matter and do the needful.

Mr. V. J. Mathai *(Planters)* : Sir, I have great pleasure in supporting the motion brought forward by my friend Mr. T. S. Ramachandra Ayyar. There is a lot in what Mr. Ramachandra Ayyar said. Take for example the road from Trichur to Chittur which takes us to Pollachi and other places and which is a very important road. Now when we make

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a comparison between the mile stones put up from Vaniampara, you will find that a lot of difference there is in the mile stones between these in the British Indian Roads and ours. Not only that there is a perversity of policy also. They have put these stones on one side, and we have put it on the other side. I am sure the stones look uncultured and illbred. Since these stones face the road, we cannot see the markings. On one side, say for example, you can say mark so many miles to Trichur and on the other so many miles to Chittur. On the road from Shoranur there are two sets of stones, one set telling a stone lie as in law we say a wooden lie. There is a correct statement on one set and an incorrect statement on the other. A lier and a true man sitting side by side to mislead the public. I hope the Government will bestow its attention on these matters.

Mr. V. K. Aravindaksha Menon *(Chief Engineer):* Sir, I am glad to say that we have already taken action in this matter and it is about two months since we have selected three roads in which all the mile stones have been changed. We have taken the Hill Palace Road, Pappathippara Road, Edappilli Road, Chalakkudi Road, I have accepted the stones prescribed by the Indian Congress Roads. I do not know whether we will be justified in giving effect to this resolution immediately on account of the fact that we are now advised to take away all the direction boards.

Mr. T. S. Ramachandra Ayyar *(Chittur-Tattamangalam):* I would like to make one suggestion. Trichur is the central town in the State. All the roads meet at Trichur. So much so in all the roads branching from Trichur the distance from Trichur may be mentined.

Motion, by leave, withdrawn

The House rose for lunch at 1 p.m. and re-assembled at 2-30 p.m. with Mr. K. Ayyappan the Deputy President in the Chair.

CUT MOTION NO. 9

Slackness in carrying out the construction of groynes

Mr. V. K. Bhaskara Menon *(Cranganur):* Sir I move *to reduce the allotment of Rs. 1, 42, 705 for Irrigation, Original works by Re. 1. To discuss the delay in going on with the construction of groynes.*

Sir, my idea in having this cut motion is to bring to the attention of the House the delay or slackness of the Government in taking up the work which they regarded as exceedingly important last year and which they have not been attending to during the whole course of 1117. My friend Mr. Peter who I think will speak at length on this subject has already brought before this House the vital and urgent necessity of having these groynes constructed to prevent the erosion of southern side of the littoral tracts in the State. The importance of the matter was appreciated by the Government and therefore in the budget of 1117 they provided for a large amount the idea being that this work was to begin as early as possible and completed. Now, this year we find the same allotment being continued and the amount that seems to have been spent is the paltry amount of Rs. 13,000. My submission to this House is that in such important matters as the construction of groynes where they are essential if this Government persist in this policy of culpable slackness I do not think there is any meaning whatsoever in providing these large allotments. We have been treated this year to certain very interesting speeches as regards the Budget. The Government claim that they have already earmarked and allotted large sums for the improvement of irrigation for the improvement of the lot of the rural population. Now I ask this House if such vast sums are provided and nothing is being done in the course of the year what exactly is the meaning of having this provision at all? I can appreciate a provision being made in the Budget if it is the idea to get on with the work during the course of the year. But this is merely to create an impression that here is a State whose only ambition is to serve the rural population and then doing nothing for the State, and I submit that this type of provision is a remarkable testimony to the lack of intention on the part of the Government to do anything and the remarkable ambition of the Government to prove to be what it is not. Sir, I commend this motion to the acceptance of this House.

മിസ്റ്റർ ബി. എം. പീറർ: മിസ്റ്റർ പ്രസിഡണ്ട്, സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നു. കഴിഞ്ഞ കൊല്ലം മകരം സെഷനിലാണ് ഈ കടലാക്രമണത്തിന്റെ ഉപദ്രവം ശക്തിയായി വന്നതിനു് നൂറു, ഒ ഒ ഒ ക. എമർജൻസിയായി അനുവദിക്കണമെന്നു പറഞ്ഞു് ഒരു പ്രമേയം ഈ സഭ മുമ്പാകെ കൊണ്ടുവരികയും സഭ അതു അംഗീകരിച്ചു് പാസ്സാക്കി കൊടുക്കുകയും ചെയ്തതു്. എന്നാൽ ഈകൊല്ലം അവസാനത്തിനു മുമ്പായി ഈ സംഖ്യ മുഴുവനും ചിലവു് ചെയ്യുമെന്നാണു് പൊതുജനങ്ങൾ വിചാരിച്ചിരുന്നതു്.

*Speech not corrected by the Hon'ble Member.

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പക്ഷെ, മൻപ്രാസംഗികൻ ഇവിടെ ഉദ്ധരിച്ചതുപോലെ പതിമൂവായിരമോ, പതിനയ്യായിരമോ ഉറപ്പിക മാത്രമാണു് ചിലവാക്കിയതു്. ആ പണി നീട്ടിവെക്കുവാനുണ്ടായ കാരണത്തെപ്പറ്റി ബഹുമാനപ്പെട്ട എൻജിനീയറിംഗ് മെമ്പർ ഇവിടെ പറഞ്ഞ മറുപടി തീരെ ബാലിശമായ ഒന്നാണെന്നു പറയാതെ നിവൃത്തിയില്ല. രാജ്യത്തിന്റെ നല്ലൊരുഭാഗം കടലിൽ ലയിച്ചുപോകുന്നതു കണ്ടുകൊണ്ടിരിക്കുവാൻ പാടില്ലെന്നുള്ളതു് ഈ സഭ സ്വീകരിക്കുകയും, അങ്ങിനെയുള്ള കാര്യങ്ങൾ അടിയന്തിരമായി നിർവ്വഹിക്കുന്നതിനു് ഭീമമായ ഒരു തുക ഈ കൌൺസിൽ അനുവദിക്കുകയും, എന്നാൽ അതിലേക്ക ആറു മാസത്തിനകം പതിമൂവായിരം ഉറപ്പികമാത്രമാണു് ചിലവാക്കുവാൻ സാധിച്ചിട്ടുള്ളതെന്നും വന്നാൽ അതിനെപ്പറ്റി എന്താണു് മറുപടി പറയേണ്ടതെന്നു് എനിക്കു മനസ്സിലാകുന്നില്ല. ഇനിയും വഴക്കാലമുണ്ടാകും, ഇനിയും കടലോരങ്ങളിലുള്ള അടിത്തട്ട ഒഴുക്കിൽപ്പെട്ടും, എന്നൊക്കെ പറഞ്ഞാൽ ചീഫ് എൻജിനീയരുടെ ഡിപ്പാർട്ട്മെണ്ടിൽനിന്നു് അനുവദിച്ചിരിക്കുന്ന സംഖ്യ ചിലവാക്കാതെ കഴിക്കാമെന്നല്ലാതെ, ജനങ്ങൾക്കും, നാടിനും ഉപകാരപ്രദമായ കാര്യങ്ങൾ ചെയ്യുവാൻ സാധിക്കയില്ല. ഇപ്പോൾ വഴക്കാലമായതുകൊണ്ടു് ആ പണി മുഴവനും തീർക്കുവാൻ സാധിക്കയില്ലെങ്കിൽ അതിനാവശ്യമായ കല്ലുകൾ കടലോരങ്ങളിൽ ഇപ്പോൾതന്നെ ശേഖരിച്ചുവെക്കുന്നപക്ഷം വർഷം തീരുന്നതോടുകൂടി ആ പണി എളുപ്പത്തിൽ തീർക്കുവാൻ സാധിക്കുന്നതാണു്. ആ കല്ലുകൾ കടലിലേക്കു് എടുത്തുവെക്കുകയെന്നല്ലാതെ അതിനു് വലിയ എൻജിനീയറിംഗ് വിജ്ഞാത ആവശ്യമുണ്ടെന്നു തോന്നുന്നില്ല. പിന്നെ പണി നിത്തിവെക്കേണ്ടതായ വിധത്തിൽ, മഴയും കോളും ശക്തിയായി വർദ്ധിച്ചതിൽ ആക്ഷേപമില്ല. അല്ലാതെ ബാലിശമായ മറുപടി പറഞ്ഞു കാണുന്നതിലാണു് വിഷമമുള്ളതു്. അതുകൊണ്ടു് കഴിയുന്നവേഗത്തിൽ ആ പണി നടത്തണമെന്നു് മാത്രമെ ഞാൻ പറയുന്നുള്ളു.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: Sir, The work of constructing the groynes was entrusted to contractors in February 1942. Soon after the award of this contract the Harbour Department wrote to us saying that they also need a large quantity of stones for an emergent work in the Harbour, for example, aerodrome and all these contractors were getting stones for the same quarry and the number of boats was also very limited. So they thought that in case these boats and stones are also carried for this work, the collection of stones for their work will be affected. They had to collect 16 thousand units of stones and metal within three or four months' time. After four months they said we can start our own collections. Since it is a war work and a very urgent work the Government thought that we might help them at least in this respect. So we ordered our contractors to delay the works so that the Harbour collection may not in any way be slackened. So this delayed the work for two months. Then we started again. Again the same thing happened. The Harbour collection was not closed. They still wanted to delay the work. Not only that. They wanted our contractors to go and collect for them. So it has to be delayed. We had to collect about 5,000 units of boulders and I understand we have already collected about 3 thousand units. I have given instructions to start the work immediately and I believe the work will be started very soon.

As regards the point raised by the Member for Mattancheri I mean Mr. Peter, about certain arguments that I delayed this work by waiting for the time of monsoon for finding out the foundation conditions, I do not say that it was the sole reason for the delay. But I submit it had certain good points in it. I do not think it is quite correct for the Hon'ble Member to characterise that statement as childish.

Mr. V. K. Bhaskara Menon *(Cranganur)*: Sir, In view of this frank confession of the absolute helplessness of our Government to look after the interests of the subjects of this State I do not think it is necessary for me to press the cut motion to a division.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: There is no frank confession of helplessness or anything of that sort.

Mr. V. K. Bhaskara Menon *(Cranganur)*: The only argument which the Chief Engineer advanced is because of the importance of the aerodrome work orders were issued by the Harbour authorities.....

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: There were no orders. It was only a request.

Mr. V. K. Bhaskara Menon *(Cranganur)*: All the same I persist in the statement that it is an open confession by the Government of its helplessness to go on with works essential for the continuance of Cochin territory. If the Government finds that such important works as the construction of groynes have to be shelved for much more important works as the construction

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of aerodrome I can only say that I differ from the government that the construction of the groynes should not be relegated into the background as a thing of less importance than the aerodrome, because of the one fact that if the construction of the aerodrome delays the construction of the groynes there may not be enough territory for the aerodrome to protect. As it is the land is being eaten away by the sea. Practically the whole of the territory to the south of Mattancheri will be washed away and normally the aerodrome too will be washed off. So it is an absolute waste of public money both to the Government of India and the Cochin State if the aerodrome is given preference to the work of the groynes. With these words I beg leave of the House to withdraw the motion.

Motion, by leave, withdrawn

CUT MOTION No. 10

The question of construction of groynes

*മിസ്റ്റർ ബി. എം. പീറർ: *To reduce the allotment of Rs. 1,42,105 for Public Works Irrigation Original by Re. 1.* (മാനാശ്ശേരി മുതൽ ചെല്ലാനംവരെയുള്ള കടലാക്രമണപരിഹാരാത്ഥം കരിങ്കൽ ചിറയുടെ പണിക്കായി ഈകൊല്ലം അനുവദിച്ചിട്ടുള്ള ൧ ൫, ൦ ൦ ൦ ക. ഈ ആക്രമണ വിധേയമായിട്ടുള്ള പള്ളുരുത്തി, കുമ്പളങ്ങി, ചെല്ലാനം എന്നീ മൂന്നു വില്ലേജുകളിലും സമമായി ഭാഗിച്ച് ചിലവിടേണ്ടതാണെന്നു് ബഹുമാനപ്പെട്ട ഗവൺമെണ്ടിനെ ഉൽബോധിപ്പിക്കുവാൻ).

മിസ്റ്റർ പ്രസിഡണ്ടു്, സർ, ഞാൻ ഈ ഉപക്ഷേപംകൊണ്ടു് ആവശ്യപ്പെടുന്നതു് മാനാശ്ശേരി മുതൽ ചെല്ലാനംവരെയുള്ള കടലാക്രമണപരിഹാരത്തിനുവേണ്ടിയാണു്. കഴിഞ്ഞ കൊല്ലം ൯൫, ൦ ൦ ൦ക. അനുവദിച്ച അവസരത്തിൽ ആ പണി ചെറിയ കടവിൽ നടത്തണമെന്നാണു് ആവശ്യപ്പെട്ടിരുന്നതു്. എന്നാൽ കടലാക്രമണത്തിനു് വിധേയമായിട്ടുള്ള സ്ഥലങ്ങൾ മൂന്നു വില്ലേജുകളാണു്, അതായതു് പള്ളുരുത്തി, കുമ്പളങ്ങി, ചെല്ലാനം. ഈ മൂന്നു വില്ലേജുകളിലും ഒരുപോലെയാണു് ഉപദ്രവം നടന്നുകൊണ്ടിരുന്നതു്. അപ്പോൾ ഒരു ഭാഗം മാത്രം സംരക്ഷിച്ചുവരുമ്പോൾ മറവുള്ള ഭാഗങ്ങൾ തീരെ നശിച്ചുപോവുകയും. എന്നതന്നെയല്ല ആ ഭാഗങ്ങളിലുള്ള ജനങ്ങളുടെ അപേക്ഷക്കും, മുറവിളിക്കും യാതൊരു ഫലവുമില്ലെന്നുവരും. ആയതുകൊണ്ടു് ഈ ൧ ൫, ൦ ൦ ൦ക. അനുവദിച്ചിരിക്കുന്നതു സമവീതമെടുത്തു് മൂന്നു വില്ലേജുകളിലുമായി ൧ ൫, ൦ ൦ ൦ക. വീതം ചിലവാക്കി വേണ്ട സംരക്ഷണ ചെയ്യുന്നപക്ഷം അതു ഈ മൂന്നു വില്ലേജുകളിലുമുള്ള ജനങ്ങൾക്കും വലിയ ഗുണകരമായി തീരുന്നതാണു്. അതുകൊണ്ടു് ഗവൺമെണ്ടു് ഇതിൽ വേണ്ടതു പ്രവൃത്തിക്കണമെന്നു മാത്രമെ ഞാൻ പറയുന്നുള്ളു.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: Sir, when we first took up this question of constructing groynes in that area we made a regular survey of the mainland for 9 miles to find out where the erosion has been strong. The principle which we adopted in selecting the sites for protection was to protect these areas where the width of land is shortest and which will be easily breached on account of the narrowness of the strip of land. We will accordingly choose the areas on which the work will be done.

മിസ്റ്റർ ബി. എം. പീറർ: ഈ പറഞ്ഞ എല്ലാസ്ഥലവും നോക്കീട്ടുണ്ടോ?

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: We look to the coastline as a whole.

Deputy President: If I remember right in the speech of the Diwan he stated that the scheme was to complete the work in one place and after watching the results to continue with the work.

Mr. V. K. Aravindaksha Menon *(Chief Engineer)*: I already stated the reasons why the work was not done. It will be completed within 6 months' time.

മിസ്റ്റർ ബി. എം. പീറർ: എങ്ങിനെയായാലും അതു കഴിയുന്നിടത്തോളംവേഗം എല്ലാ സ്ഥലങ്ങളും നശിച്ചുതീരുന്നതിനുമുമ്പു് ആ പണിചെയ്തു തീർക്കണം. ഈ കാര്യത്തിൽ ജനങ്ങൾക്കു ഒരു വലിയ സങ്കടവും, ആക്ഷേപവുമുണ്ടു്. അങ്ങിനെയുള്ള ആക്ഷേപം മാറിക്കിട്ടുന്നതിനുള്ള അപേക്ഷയോടുകൂടിയും, ഈ സഭയുടെ അനുമതിയോടുകൂടിയും ഞാൻ ഈ ഉപക്ഷേപത്തെ പിൻവലിച്ചുകൊള്ളുന്നു.

Motion, by leave, withdrawn

*Speech not corrected by the Hon'ble Member.

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CUT MOTION No. 11

Kunnangattupathy reservoir scheme

Mr. A. Eachara Menon *(Chittur-Rural):* Sir, I move *to reduce the allotment of Rs. 10,52,073 for Public Works by Re. 1. To enquire why no provision is made for reservoir which the Government said in the Council was under consideration under the Kunnangattupathy scheme.*

Sir, the Hon'ble Engineering Member in his reply to my resolution while finding the Kambalathara improvement system to be unsound said that Kunnangattupathi scheme required some help and he said that a sound scheme was under consideration, a scheme to construct an Eri somewhere near Muttimampallam which I miss in the Budget given to me. It is simply to enquire why it is not there and also to know whether he has given up that also so that Chittur may go without water.

Mr. V. K. Aravindaksha Menon *(Chief Engineer):* A scheme was prepared by the Department. The estimate comes to about 29 thousand rupees. The details of the scheme have not still been passed. This will be completed shortly and then it will be placed before the new Irrigation Board. I may also state that the approval of the Madras Government is necessary. All these preliminaries could not in any case be gone through in time before the preparation of this year's budget. This explains the reason why we have not included it in this year's budget. But in any case I shall take very urgent action in this matter and if it is possible to include it in the next year's budget I shall try to bring it.

Mr. A. Eachara Menon *(Chittur-Rural):* Sir, I am very glad to see that there is still a ray of hope. I did not hope for anything more. I beg to withdraw my motion.

Motion, by leave, withdrawn

The Demand of Rs. 10,52,073 under 28—Public Works, was put and carried.

20. Public Works—Cranganur—Rs. 16,537

Mr. V. K. Aravindaksha Menon *(Chief Engineer):* Sir, I rise to move for an allotment of Rs. 16,537 under 20—Public Works, Cranganur.

Motion put and carried

22. Medical—Rs. 6,29,993

Dr. T. Verghese *(Chief Medical Officer):* Mr. President, Sir, I rise to move for a grant of Rs. 6,29,993 under 22—Medical. In doing so, I crave the indulgence of this House to permit me to explain just a few words of the salient features of this budget and also to speak a few words on the administrative working of this Department during the passing year.

There is an increase of about Rs. 35,000 in the allotment for the next year and although part of it is towards dearness allowance and for meeting the salary of 12 additional nurses, increased provision has been made both for dietary and medicine. You are aware that drugs have gone up in prices now beyond all imagination and what is worse, some of them are even improcurable. I have however been careful to arrange to have sufficient quantity of at least some of the indispensable drugs stored. It must be gratifying to us that some of our requirements are met by the local manufacture of tinctures in the Maharaja's College and I am pleased to record my thanks for the very generous help and co-operation I have received from the Principal of the College and from Dr. K. N. Menon, the Professor of Chemistry.

It is proposed to absorb into the establishment the 12 stipendiary pupil nurses whose training will be completed by the end of the current year. This will strengthen the nursing staff to a certain extent and you know how important it is to have an adequate nursing staff in managing a hospital efficiently.

Now I shall deal with one or two events of what we the subjects of the State may well be proud. Until lately the training given to the nurses here was not recognised outside the State and consequently our nurses were not eligible for any of the privileges usually accorded to them elsewhere. But as the result of the visits by the Surgeon-General to the Government of Madras and by the Principal Matron attached to the Surgeon-General's Office to some of our main hospitals, particularly the General Hospital, Ernakulam, it has been possible for me to convince them of the High degree of efficiency maintained in the hospitals, both with regard to the training available for the nurses and with regard to the superior nature of work carried out here. I have thus been able to get this training recognised by the Government of Madras thereby enabling our nurses to be registered under the Madras Nurses and Midwives Act of 1926.

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